

RECEIVED
CENTRAL FAX CENTER
JAN 03 2007

In the Specification:

Please **delete** the heading at page 1, above line 1.

Please **add** a new heading at page 1, above line 1, as follows:

TITLE OF THE INVENTION

Please **add** a new heading at page 1, above line 4, as follows:

FIELD OF THE INVENTION

Please **add** a new heading at page 1, above line 8, as follows:

BACKGROUND INFORMATION

Please **add** a new heading at page 2, above line 14, as follows:

SUMMARY OF THE INVENTION

Please **replace** the paragraph at page 2, lines 23 to 24, with a replacement paragraph amended as follows:

This object is achieved according to the invention by the measures ~~recited in the patent claim 1.~~ set forth herein.

Please **replace** the paragraph at page 3, lines 1 to 15, with a replacement paragraph amended as follows:

With the inventive warning apparatus, an acoustic warning signal is produced, which is triggered through the pressure compensation or equalization between cabin and surrounding environment. The acoustic signal is produced by a valve, of which the opening and closing is controlled by the

4744/WFF:he

- 2 -

operation of the door opening mechanism. In that regard, according to ~~claim 1~~, the invention, it is especially advantageous that the system ~~[[is]]~~ manages to operate without electrical current supply and completely autonomously. The perception of the signal is not direction dependent, that is to say, that a particular orientation of the body is not necessary in order to perceive the warning. The warning is similarly not impaired by light conditions at different times of day or poor lighting conditions. It is a considerable advantage that the warning is directly coupled to an operating manipulation on the door that is to be opened.

Please replace the paragraph at page 4, lines 9 to 12, with a replacement paragraph amended as follows:

Further developments and advantageous embodiments of the invention are set forth in the ~~claims 2 to 19~~. dependent claims. Further individual details and advantages arise from the following description of example embodiments of the invention.

Please replace the paragraph at page 4, lines 13 to 14, with a replacement paragraph amended as follows:

Possibilities for an acoustic warning of an operator of an aircraft door are recited in ~~[[the]]~~ dependent ~~claims 2 and 3~~. claims.

Please replace the paragraph at page 4, lines 15 to 23, with a replacement paragraph amended as follows:

~~The dependent claims 4 to 7~~ Further inventive features enable a timely interruption of the opening process of the aircraft door, if a differential pressure arises and the warning apparatus functions in direct connection with the opening mechanism. Through the provision of a two-stage execution of the opening process, whereby the coupling of the valve opening is connected with the first stage, for example through operating or removing a flap, it is ensured that an undesired opening with an existing pressure difference is prevented.

Please replace the paragraph at page 5, lines 1 to 3, with a replacement paragraph amended as follows:

[[The]] Other dependent claims ~~8 and 9~~ represent alternative arrangement possibilities of the warning apparatus in the door area of an aircraft fuselage.

Please replace the paragraph at page 5, lines 4 to 6, with a replacement paragraph amended as follows:

[[The]] Another advantageous further development according to one embodiment of the claim 10 invention enables a warning function not only in an acoustic manner, but also through the feeling of a targeted oriented air stream.

Please replace the paragraph at page 5, lines 7 to 8, with a replacement paragraph amended as follows:

In ~~[[the]]~~ a further dependent ~~claim 11, claim,~~ embodiments of an air guide passage in the aircraft door area are set forth.

Please replace the paragraph at page 5, lines 9 to 11, with a replacement paragraph amended as follows:

A hole in the outer covering skin of the door can be avoided with the connection of the warning apparatus to the outside hand lever box according to ~~the claims 12 to 14.~~ further detailed example embodiments according to the invention.

Please replace the paragraph at page 5, line 12 to page 6 line 2, with a replacement paragraph amended as follows:

Moreover, the arrangement of the control lever in operative connection with the valve according to ~~the claims 15 to 19~~ further example embodiments is of great importance. Through the type and the arrangement of the utilized seal rubber and the further valve ~~components according to the claims 15 to 17, components,~~ it is achieved that the valve is surely closed and an existing differential pressure continuously loads the seal rubber and thus surely closes the out-flow opening in the valve, as well as the opening of the valve being connected with an acoustic signal, if a differential pressure exists. Also advantageous is the arising noise level in connection with the generation of

4744/WFF:he

- 5 -

the hissing/rushing noise behind the door interior paneling, because thereby an opening for further conveying the noise can be omitted. Thus, the noise insulation of the door is not impaired.

Please **replace** the paragraph at **page 6, lines 3 to 8**, with a replacement paragraph amended as follows:

Through the suggested arrangement according to ~~the claims 18 and 19~~, further claims, it is ensured that the locking process of the door is not impaired by the warning apparatus, but rather additionally supports or assists it in addition to the already existing elements, and also that adequate reaction time for a user still remains available during the opening process.

Please **add** a new heading at **page 6, above line 9**, as follows:

BRIEF DESCRIPTION OF THE DRAWINGS

Please **add** a new heading at **page 7, above line 17**, as follows:

DETAILED DESCRIPTION OF EXAMPLE EMBODIMENTS OF THE INVENTION

Please **replace** the paragraph at **page 12, line 16 to page 13 line 14**, with a replacement paragraph amended as follows:

Fig. 3 shows the complete mechanism of the warning apparatus 200 in the section A1 - A1. It consists of a flange 210 and particularly a lower flange 210 that is secured on the outside hand lever box 106 and that has a through-flow opening 206 in the lever box 106. From the

4744/WEF:he

- 6 -

flange 210, a pipe 207 leads to a valve 209, which is regulated by a control lever 208, which is driven by the rotation of the locking shaft 105. The pipe 207 can also be embodied in a flexible embodiment as an air guide hose/channel. If the locking shaft 105 of the door opening mechanism 100 turns in the clockwise direction in the course of the door opening process, then the control lever 208 opens the valve 209. The air then flows out of the passenger cabin P through the valve 209, the connected pipe 207, the through-flow opening 206 and the lower flange 210 into the hand lever box 106, and from there into the outside environment A. Thereby, an acoustic warning signal, preferably a hissing/rushing warning noise, is produced at the valve 209. With such a connection of the warning apparatus 200 on the outside hand lever box 106, a hole in the outside skin of the aircraft door 1 is advantageously avoided. Similarly of advantage is the arising noise level in the production of the hissing/rushing behind a door interior covering or paneling (not shown), because thereby a passage for the further conveyance of the noise can be omitted. The noise insulation of the door is thus not impaired. Moreover, the noise is also audible outside of the cabin.

Please replace the paragraph at page 14, lines 7 to 19, with a replacement paragraph amended as follows:

The arrangement of the mentioned components is carried out so that the helical spiral compression spring 216 is

4744/WFF:he

- 7 -

centered on the valve flange 213 and tries to upwardly press the slide bolt 215, which on its part is centered in the valve housing 211, in order to thereby lift the seal rubber 217 away from the valve flange ~~[[+3]]~~ 213 and thereby to open the valve 209. This is prevented by the control lever 208, on the free end of which a roller 218 is located, and which presses against the slide bolt 215 in the closed position of the valve 209. Instead of the helical spiral compression spring 216, a spring-loading through other types of springs is also possible, whereby the slide bolt can then be omitted or replaced by a different mechanical element (for example a flap) for the closing of the out-flow opening.

[RESPONSE CONTINUES ON NEXT PAGE]